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RECENT CCF PLANS FOR THE ATTACK ON CHOU-SHAN ISLANDS

For the past half year, since the failure of the CCF bandits to make a landing on Teng-pu Island last winter, there has been no activity whatever. This may be accounted for, on the one hand, by the fact that winter is an unfavorable time to make an amphibious landing, and, on the other, that they want to assemble all their available strength and make a general assault with the objective of capturing the islands in one battle.

Putting together the latest information and signs of change in the situation, it is quite possible that the latter is correct. In view of the location of the Chou-shan Islands, their value for the defense of Taiwan and for carrying on the naval blockade of the coast is very great. Therefore, the situation demands that the Communists exert their utmost strength to capture the Chou-shan Islands.

MILITARY FORCES

There are in the neighborhood of the Chou-shan Islands something over 100,000 of the best troops of the Communist East China War Zone. They are designated as follows: the Twenty-first, Twenty-second, and Twenty-third Armies of the Seventh Army Group, under the command of Wang Chien-an (王建安); the Twenty-fifth Army of Wang Pi-ch'eng's (王必成) section of the Eighth Army Group; the Thirty-fifth Army (KMT defected troops), under Wu Hua-wen (吴化文) of the Eleventh Army Group; a mobile column, and an artillery unit.

Disposition

The headquarters of the Twenty-first Army is located near Hsiang-shan (象山). The Twenty-first Army's components, the 61st, 62d, and 63d Divisions and their attached units, BAR and A17R, are located on T'ao-hua, Liu-heng, and Hsia-chih islands, and other small islands in the vicinity.

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The Twenty-second Army and attached units, A8R and AllR, occupy Chin-t'-ang Island (金唐島).

The Twenty-third Army and attached units, Al6R and a fortress artillery battery with four guns, occupy Ch'uan-shan Peninsula (穿山半島).

The Twenty-fourth Army occupies Hsieh-fu (懈浦) in the vicinity of Pao-ch'uang (寶幢) between Chen-nai (鎮海) and Ning-po (寧波),

The Thirty-fifth Army occupies an area southeast of Ning-po (寧波), with the exception of one detachment, which is engaged not far away in quelling our guerrilla bands.

The Twenty-fifth Army is at Yin-tung-ch'uan (寅冬寧) southeast of Ning-po.

The headquarters of the Seventh Army Group is in Ning-po.

The command post of the Third Field Army for the eastern Chekiang front -- Commanding Officer, Su Yu (粟裕), -- and a TKCD unit is located near Pao-ch'uang (寶幢).

Apparent Situation

According to reports, one army (believed to be the Thirty-Seventh, designation awaits confirmation), has been brought in from the direction of Hangchow. It is said that these troops are reinforcements for the attack on Chou-shan.

The highest military authority of the CCF has issued orders that the task of mopping up all the southeast islands must be finished during the spring of 1950. Furthermore, he has commanded the troops of Ch'en I (陳毅), head of the East China region, to capture and completely occupy Chou-shan Island within the month of May 1950.

According to captured Communists and leaks from high Communist cadres, the Twenty-first (21A), Twenty-second (22A), Twenty-third (23A), Twenty-fourth (24A) and Thirty-fifth (35A) Armies have been ordered to begin, during the last 10 days of March 1950, a full frontal attack on Chou-shan. The Twenty-fifth (25A), the Twentieth (20A), the Thirty-third (33A), and Thirty-seventh (37A) Armies, stationed in the Shanghai-Hangchow region, are commanded to serve as the second line of reinforcements, and to assist in the attack from the direction of Hsiang-shan (象山).

At present, the Communists occasionally bombard our positions in order to feel out our locations.

Recently, Communist motorized sailing vessels, each equipped with one or two guns, frequently have been carrying out battle practice in the waters near Liu-hong Island. Sporadic shots from various directions by day and night indicate that they are feigning an encounter with our naval ships.

During the past 10 days the troops in the front line have been served pork and beef, and given cigarettes and other special treats in order to bolster their morale.

Recently, Russian military advisers and artillerymen, more than 2,000 in number, have been assigned to the various divisions of the Third Field Army. According to reports, on the Chou-shan front, these Russians take entire responsibility for military direction, for executing the plans for this attack on Chou-shan, and for such matters as coordinating the continuous artillery fire of the different bodies of troops.

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ARRIVAL IN SHANGHAI OF RUSSIANS TO ASSIST
IN PREPARATIONS FOR ATTACK ON CHOU-SHAN

There is very recent positive proof of Soviet technical aid to the Communist armies and air force which has a direct bearing on the strategy of the military preparations for the attack on Chou-shan. A large number of Russian pilots, military advisers, and technicians have arrived in Shanghai in groups. The first report was that the number was over 4,000, and that they have been sent to points on the Kiangsu and Chekiang coast to guide the CCF in their attack on Chou-shan and to solve various technical problems. The most important reports of this nature are as follows:

1. A telegram sent by Chang Chao-ming, of our army, gives data gathered in and around Shanghai, as follows:

a. Last week, over 600 Russian aviators, with excellent equipment, arrived at the Lung-hua Airfield, at Shanghai. There were also a number of military officers, who went to P'u-tung (浦东) and places along the coast, east of the Huang-p'u River, to make inspections.

b. According to another telegram from a comrade in Nan-hui (南区): (1) Last week, a wharf and a number of large buildings northeast of Nan-hui were requisitioned and occupied by a number of Russians led by CCF officers, and the owners and more than ten families of tenants were obliged to move to other quarters. (2) After requisitioning these buildings, a Soviet command post was established there, and electric lights were installed in the buildings and on the adjacent streets.

c. A comrade working in Shanghai reported: (1) At 0300 c a certain day in March he witnessed the arrival at Shanghai North railroad station of a 17-car train carrying a large number (reported as over 2,000 men) of Russian aviators, engineers, signal corpsmen, and military advisers. They were billeted near the Hung-ch'iao (Hungjiao) neighborhood in large red brick houses formerly occupied by Britishers and Americans, and in houses at Wei-chia-chai village. (2) At present, the CCF in Shanghai have taken over the Ta-lu, Tung-fang, and Ta-chung-hua hotels for the use of Soviet military personnel. To make room for them, other guests have had to move out. (3) The Shanghai CCF is buying 10,000 camp cots and distributing them to the Lung-hua, Ta-ch'ang, and Chiang-wan airfields for the use of the Russians.

d. As reported by a comrade working in Nan-hui, some 600 of the more than 1,000 Soviet aviators and military advisers, after their arrival in Shanghai, were billeted in foreign-style houses in the Wei-chia-chai (卫家宅) village northeast of Nan-hui.

2. Comrade Yen K's-fei of our army reported in telegram "Yin-hui No 126":

On the morning of "Yin-tung" [code date] one of our men personally saw a Communist military train direct from Peiping arrive in Shanghai bringing over 2,000 Soviet special service men, mechanics, and military advisers. They are now quartered in Shanghai in the Ta-chung-hua Hotel, Yangtze Hotel, and in the Nanking Hotel on Shansi Road.

3. Comrade Ch'i Chung-p'eng reported in telegrams "Yin-ch'i" and "Yin-hui":

a. A large group of Russian aviators and mechanics recently arrived in Shanghai and are quartered near the Lung-hua airfield.

b. Each Russian technician who recently arrived in Shanghai is paid 300,000 yuan, people's notes, per day; laborers get 60,000 yuan.

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4. Comrade Lin Yu-min of our army reported in telegram "Yin-chen":

At Ch'ou-ken (丑 威), Chen-hai (鎮 海) and Tung-ch'ai-ch'iao-chen (東 柴 橋 鎮), some high-ranking Russian officers convened conferences of Communist military officers and local cadres; after instructions, they accompanied the high military officers in inspecting the nearby military positions.

5. Comrade Lin Tsu-p'ing of our army reported in telegram "Yin-chiang":

a. I personally witnessed Russian gunners at the side of the CCF air defense soldiers directing their fire against our attacking planes.

b. From the unguarded conversations of Soviet technicians in Shanghai, it is learned that their pay is 500 US dollars per month. Most of them work at the Lung-hua airfield.

6. Summing up all the above information, there can be no question of the presence in Shanghai, for the purpose of aiding the CCF, of Soviet aviators, technicians, signal corpsmen, and military advisers, for many of them have been personally seen by our men.

COMMUNIST AIR FORCE AND AIR-DEFENSE FORCES

Air Force

1. A wire from comrade Chi Chung-p'eng (李 仲 鵬) says that he heard a Shanghai worker report:

a. At 2000 hours on [date unspecified] some repair crews saw 46 Russian-piloted aircraft (type unidentified) land at Lung-hua (龍 華) airfield in Shanghai.

b. The Shanghai police have compelled dwellers near the Lung-hua airfield to move elsewhere. The police are maintaining a strict patrol of this area to prevent close observation of the airfield.

2. A wire from Chang Hsi-ming (張 熙 明) reports:

a. A Shanghai worker says many disassembled Soviet aircraft have been brought to Shanghai. At the Hung-ch'iao (虹 橋) airfield, in the western part of Shanghai, the informant saw 20 fully reassembled planes ready for flying. The work of reassembling additional planes is being rushed day and night.

b. Beginning early in February 1950, the Communists in Shanghai mobilized more than 20,000 local laborers, and, with the help of Soviet engineers, they have been repairing and enlarging the Lung-hua, Chiang-wan (江 灣) and Ta-ch'ang (大 場) airfields.

3. A wire from Fu-ying (富 英) states that the sender heard a Shanghai worker say that a number of Soviet planes were transported by rail from the Northeast, and more than ten planes were unloaded at the Chiang-wan airfield.

4. Chang Hsi-ming (張 熙 明) heard another Shanghai worker say that on a certain day he observed nine black Japanese planes at Ta-ch'ang airfield. He saw them make practice flights above the airfield for about 20 minutes and then land at the same airfield. The worker also stated that the Lung-hau airfield, after being bombed by our (KMT) planes, has since been repaired.

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5. Chu Li-wa (朱禮武) telegraphed from headquarters stating that at about daybreak one morning, when one of our air units, including bombers escorted by P-51s, was flying near Shanghai at an altitude of about 12,000 meters, the unit was fired upon from an altitude of 15,000 meters by three Communist pursuit planes. Our planes immediately pursued the fleeing enemy planes, but lost them in the clouds. The enemy planes resembled the dark-colored Japanese Zeros, and had a speed of about 200 miles per hour. This air battle was our first encounter with Communist planes.

Air-Defense Forces

1. The USSR has been helping the CCF to set up antiaircraft defenses. Up to the present, about 400 antiaircraft guns have been transported to the East China area. The first shipment of 106 guns was sent from Peiping to Shanghai by rail at the end of last year.

According to a report, these guns are of inferior type, with no rapid-fire mechanism, and are of short range. The second shipment included some 140 guns shipped early in February 1950 from the Northeast to Shanghai. Of Japanese make, these guns have a range of from 4,000 to 6,000 meters. The third shipment from the USSR, over 200 guns, arrived in Shanghai on 20 February 1950. These guns are new and extremely powerful, and have a range of from 6,000 to 8,000 meters.

The guns were procured by payment of foodstuffs and gold bullion. Most of the gunners are Russians. The foodstuffs given in payment included rice flour, and beans, seized by the Communists from the people.

2. According to an informant well acquainted with the antiaircraft installations in the Shanghai area, with the exception of some antiaircraft guns which have been shipped to Hangchow, Ning-po, and a few other points in eastern Chekiang, most of installations are located in Shanghai at the following places:

a. More than ten antiaircraft guns at Markham Road Railroad Station; about ten at Fu-hsing-tao (復興島); and more than ten in the vicinity of the Sung Gardens (宋公園). There are also 4-5 guns at each of the following points: on many of the business buildings on the Bund, not including the foreign bank buildings; the roof of the Sassoon Building; Warehouse No 19 of Wharf No 3 and Wharf No 2 of the China Merchants' Steamship Company; Warehouse No 5 used by the CCF for the repair of vessels; on Wharf No 6 east of Pai-tu-ch'iao (白渡橋); the bank warehouse on Soochow Creek North Road; the Hardoon Building on Kiangsi and Kwangsi Roads; the North Railroad Station; Administration Building of the Shanghai-Nanking and Shanghai-Hangchow-Ning-po Railroads; the Dixwell Road Abattoir in Hangkew; the Workers' Hospital No 2 and the T'i-lan-ch'ia (提籃橋) Prison on Ko-lan Road (格蘭); and the jail on Chekiang Road.

b. There are four antiaircraft guns at the Bund Gardens; four or five on the roofs of the Yang-chu-p'u (楊樹浦) Waterworks and Electric Power Plant and on the roof of the Greater Shanghai Municipal Office Building. There are also antiaircraft guns and high-power machine guns at the T'ai-hsing (泰興) Coalyard in P'u-tung (浦東); on the International Hotel on Bubbling Well Road; and on the International Banking Corporation Building and the Maritime Customs Building on the Bund.

c. There are also two extremely effective, large antiaircraft guns at the old Wu-sung (Woodsung) forts. Many of the afore-mentioned antiaircraft guns are manned by Russians.

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3. Recently, large military trucks equipped with anti-aircraft guns were seen in Shanghai streets and outer areas, organized into mobile patrol units for the purpose of warning the people of imminent air raids.

The Communist Air Force has made its appearance in Shanghai, and it is believed that there is a great possibility that it may participate in the attack on Chou-shan.

CONDITIONS AND INSTALLATIONS IN THE REAR AREAS

In recent months, the CCF have been stripping the people in the Shanghai, Hangchow, and eastern Chekiang areas of their grain, and have been storing it in granaries in eastern Chekiang cities such as Chen-hai (鎮海), Ning-po (寧波), Hsiang-shan (象山) and on Liu-heng-tao (大橫島), and Ch'uan-shan-tao (穿山島). A part of the grain has been stored in more than 200 large and small depositories, each having a capacity of 3-5 million catties of grain. A large amount of the remainder has been sent to the rear areas for storage in granaries capable of holding more than 2 million bags of grain. These amounts are thought to be sufficient to feed the bandit troops for several months.

The bandit troops have commandeered large amounts of fuel from the people and have been inducing the people to provide the front-line field armies with food and drink. Thus, during the past 19 days the troops on the Chou-shan battle front have been eating and drinking to their heart's content; consequently, their morale is quite high.

Transport of Munitions

The USSR is furnishing the bandit armies with great quantities of all sorts of new types of arms and ammunition. At present, these are being transported by rail from Nanking to Hangchow, from where they are carried by water to Chen-hai (鎮海), Ch'uan-shan (穿山), and other front-line points.

During the last 10 days, the bandits have been observed moving from Chen-hai and Ch'uan-shan ammunition which they had brought from Nanking. The ammunition which had been stored at Chen-hai and Ch'uan-shan is being moved to the front lines east of Ch'uan-shan by motor trucks and horse-drawn vehicles. The transport goes on unceasingly all night. Furthermore, at Fang-men (方門), Chu-shan-t'ou (朱山頭), Tai-hsiang-shan (岱象山) also at Ts'ui-chia (崔家), and to the northwest of Chen-hai and Lung-shan (龍山), large auxiliary stores of grain and ammunition are being rapidly moved.

Commandeering and Assembling of Boats

During March the CCF have been assembling over 10,000 large and small private sculling boats and sail boats in the harbors and river estuaries of the eastern Chekiang coast and in the neighborhood of Hang-chou and Shanghai. The larger number are assembled in Hang-chou Bay, and in Ning-po (寧波), Chen-hai (鎮海), Hsiang-shan (象山), and other harbors.

In order to meet their requirements in boats and boatmen, the bandits have been forcibly commandeering the former and impressing the latter.

The CCF have been seizing all motor-car engines in eastern Chekiang, whether publicly or privately owned, and installing them in powerboats and sailboats. More than 5,000 boats having been thus equipped. Most of these are assembled in Hang-chou Bay and in the area of Hsiang-shan, Ning-po, and Chen-hai. Installations are going on apace.

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At Tsingtao and neighboring beaches in Shantung, one warship and more than 4,000 sculling boats and sailboats of various sizes have been collected during the last month. These will be towed to the Ning-po and Chen-hai area on the eastern Chekiang coast.

During the last 10 days, a large number of large and small sculling boats, sailboats, and powerboats have been collected at Lien-yun (連雲) harbor in Kiangsu and are now in process of being brought to the Ning-po and Chen-hai area to await orders.

Recently, ten steel lighters that were brought by rail from Nanking to Hangchow together with some of the commandeered boats from northern Kiangsu have been transported to the Ch'uan-shan front-line area.

Very recently, a large collection of sculling boats that have been held in the Wen-chou (溫州) estuary were transferred to Hsiang-shan.

Recently, the bandits have forcibly impressed boatmen and sailors to the number of from three to five from each pao (100 families) in the Nanking, Shanghai, and Hangchow area. They are now assembled in the Shanghai-Nanking area awaiting orders.

Boat Manufacture

In Shanghai, the CCF are using (1) the China Merchants' Steamship Company's ship-repair plant in P'u-tung (浦東) which is opposite Lu-chia-tsui (陸家咀) and the fourth wharf of that company; (2) Tung-hua Warehouse, formerly foreign-owned; (3) the Ts'ao (曹) Ferry Company and others; and (4) all private boatyards for boat building. The largest is the Hua-tung Warehouse (華東). All the yards are now giving their whole attention to the building of large and small powerboats and engines.

Shanghai shipyards have already completed over 500 of these wooden powerboats, each of which can carry a company (approximately slightly over 100 soldiers). Further feverish building is still going on.

Over 3,000 factories in Shanghai, Chen-hai Ning-po, Hsiang-shan, and other places are engaged in building these boats and engines. A combined report of the activities of all these yards gives a total of over 3,000 boats already built, and the process goes on day and night.

The yards in eastern Chekiang in the Chen-hai and Hsiang-shan areas are largely engaged in the manufacture of engines and in their installation. Some 2,000 engines have been completed and installed. Daily trial runs are made on Chin-t'ang (金塘) Bay and other nearby areas.

The former Min-sheng (民生) Steamship Company of Shanghai had numerous sailors. After the CCF took this company over, they conscripted the sailors. This group is now billeted in Shanghai hotels awaiting orders.

The CCF Hua-i (華一) shipyards in P'u-tung, Shanghai, and at Hsi-kou (西溝) are now producing a US-type fishing steamer. Ten or more of these have been completed and are anchored at Fu-hsing Island (復興島). Their speed is 9 knots per hour. Construction of these continues apace.

The Chou-chia (周家) Ferry Company and the Pai-lien-lung (白連隆) and other large shipyards in Shanghai are engaged exclusively in the manufacture of large wooden boats.

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LANDING OPERATIONS TRAINING

The Seventh Army Group of the CCF forces set up a water-borne corps selected from the cream of the troops of the Twenty-first, Twenty-second, and Twenty-third Armies, totaling over 400 men. They were transferred to Lien-yun-chiang for special training in handling ships in preparation for the Taiwan invasion.

This corps finished training on 13 February 1950 and was sent to Wu-sung-k'ou (吳淞口). It is now engaged in sailing large-type (motorized) boats. There are more than 100 of these boats. The soldiers are teamed up with sailors in three branch companies. Each branch company has control of 12 boats, with 56 soldiers for each group.

In the area of Ning-po, each pao (保) is required to furnish six able-bodied swimmers who will be sent to Wu-sung-chieh (吳淞街) and Feng-hua (奉化) in Ning-po and elsewhere to receive training.

An order was issued for recruiting of two able-bodied swimmers from each pao along the Nanking-Shanghai Railroad to be trained in Shanghai. According to reports, this training has been completed and the trainees sent to the eastern Chekiang coast for work on boats.

The people on the CCF boats have received training in poling, towing, and controlling dinghies, tides, wind directions, light signal corps operations, etc.

The infantry forces have been under training for sea crossings, water-borne combat, landing attacks, etc., over a period of many months, both by day and by night, and are now well trained.

CONDITION OF COMMUNICATIONS

During the last 10 days, the CCF has announced the halting of civilian traffic in the rear areas of eastern Chekiang for a time, while military traffic has been continuing by cart and by boat -- transporting troops, grain, and ammunition to the Chou-shan front.

Branch auto roads are being constructed by the CCF in eastern Chekiang from Ch'un-shan through Ch'i-t'ou (崎頭) and Ch'ai-ch'iao (柴橋) to Fang-men (方門) and Ts'ui-chia-ts'un (崔家村) to the Feng-hua highway.

Military roads are being built from Ch'ang-sha (長沙) southeast of Chin-t'ang to the railroad; and from Tai-hsien-jen-shan (岱仙山) to Ta-p'u-k'ou (大浦口).

The privately owned Shanghai-Ch'uan-sha (川沙) railroad is being rapidly put in shape by the CCF, and a highway is being built from the Nan-hui (南匯) Railroad to Ku-ch'eng (沽城) port; also, a highway from the Nan-hui Railroad to Shanghai. The manager of this company has been forced to give production authority to a Soviet business house.

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The CCF in Shanghai, in order to maintain orderly operations, has issued stern orders for passengers to use the North Station. Civilian goods will pass through the Pao-shan Road (寶山) Station, while military goods will pass through the West Station.

Strict inspection stations have been set up on all land and water communication lines in eastern China.

Great numbers of workmen, supervised by Soviet technicians, have been working since January putting in shape the CCF airport at Chu-chou (舟山) in Chekiang, and the Ta-ch'ang, Chiang-wan (Kiangwan), and Lung-hua airfields in Shanghai. The fields are now ready for plane landings.

COMMANDEERING OF PROPERTY

Recently, the CCF in eastern Chekiang have been commandeering private property such as iron knives, hatchets, axes, hammers, saws, large shears, pliers, wooden ladders, doors, etc., and are compelling the people to manufacture the commandeered goods into war materials for the coming invasion of Chou-shan.

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